

**4-7-150 STREETS – GENERAL REQUIREMENTS AND MINIMUM STANDARDS:**

**E. STREET PATTERN:**

**1. Grid:** A grid street pattern shall be used to connect existing and new development and shall be the predominant street pattern in any subdivision permitted by this Section.

**2. Linkages:** Linkages, including streets, sidewalks, pedestrian or bike paths, shall be provided within and between neighborhoods when they can create a continuous and interconnected network of roads and pathways. Implementation of this requirement shall comply with Comprehensive Plan Transportation Element Objective T-A and Policies T-9 through T-16 and Community Design Element, Objective CD-M and Policies CD-50 and CD-60.

**3. Exceptions:**

a. The grid pattern may be adjusted to a “flexible grid” by reducing the number of linkages or the alignment between roads, where the following factors are present on site:

i. Infeasible due to topographical/environmental constraints; and/or

ii. Substantial improvements are existing.

**4. Connections:** Prior to adoption of a complete grid street plan, reasonable connections that link existing portions of the grid system shall be made. At a minimum, stub streets shall be required within subdivisions to allow future connectivity.

**5. Alley Access:** Alley access is the preferred street pattern except for properties in the Residential Low Density land use designation. The Residential Low Density land use designation includes the RC, R-1, and R-4 zones. Prior to approval of a plat without alley access, the Reviewing Official shall evaluate an alley layout and determine that the use of alley(s) is not feasible. Within the R-4 zone, alley access may be required by the Reviewing Official based the following criteria:

a. Minimum lot widths are reduced;

b. An increase in density is allowed;

c. Alley(s) are present in the surrounding area;

d. If significant trees and/or vegetation are preserved;

e. The clustering of homes is allowed; or

f. If site characteristics allow for the effective use of alley(s).

**6. Alternative Configurations:** Offset or loop roads are the preferred alternative configurations.

**7. Cul-de-Sac Streets:** Cul-de-sac streets may only be permitted by the Reviewing Official where due to demonstrable physical constraints no future connection to a larger street pattern is physically possible.